

MINUTES  
BEAVERTON TRAFFIC COMMISSION  
JANUARY 7, 2010

CALL TO ORDER

On Thursday, January 7, 2010, at 7:00 p.m., Chairman Scott Knees called the Traffic Commission meeting to order in the Forrest C. Soth City Council Chamber, 4755 SW Griffith Drive, Beaverton, Oregon.

ROLL CALL

Traffic Commissioners present included Scott Knees, Thomas Engel, Lauren Holmes, Vincent Tran, Thomas Wesolowski, Steve Harris and Patrick Reynolds.

City of Beaverton staff included City Transportation Engineer Jabra Khasho, Traffic Sergeant Steven Schaer and Recorder Debra Callender.

VISITORS

Ramona Crocker, Beaverton, welcomed Lauren Holmes to the Commission. Mrs. Crocker noted that she served as a Traffic Commissioner for more than a decade. She said the experience was rewarding and she especially appreciated the opportunity to serve Beaverton's citizens. She thanked the Commissioners for their friendship and said she enjoyed their many thoughtful discussions about the City's transportation issues.

Mrs. Crocker said the 2035 Transportation System Plan (TSP) update notes the increasing congestion at the intersection of SW Hall Boulevard and Greenway. She said that she and 30,000 other drivers use this intersection every day. The TSP discussion mentioned potential installation of an eastbound, right-turn-only lane on Hall at Greenway. Mrs. Crocker said this right-turn lane is needed immediately, as drivers queue past the crest of the hill waiting to make a right turn onto Greenway. She urged the Commissioners to support fast installation of this turn lane.

Chairman Knees encouraged Mrs. Crocker to return to the Commission with future traffic concerns.

STAFF COMMENTS

Mr. Khasho thanked former Commissioner Ramona Crocker for her many years of service as a Traffic Commissioner. He noted that she also serves on another City board. Mr. Khasho welcomed the two newly appointed Traffic Commission members, Commissioner Lauren Holmes and Alternate Bradford McClean.

Chairman Knees thanked Mrs. Crocker for her dedication to the Traffic Commission and the service she provided to the City. He said Mrs. Crocker often pointed out different perspectives that were helpful to the Commission as they made decisions. Chairman Knees then welcomed the new members of the Commission.

## CONSENT

Chairman Knees reviewed the consent agenda comprised of the draft minutes of the October 2009 meeting.

Commissioner Reynolds MOVED and Commissioner Harris SECONDED a MOTION to approve the minutes of the October 2009 Traffic Commission meeting.

The MOTION CARRIED. (5:0) Commissioners Wesolowski and Holmes abstained from approving the minutes, as they were not at the October meeting.

## PUBLIC HEARING

Issue TC 665: Parking Revisions on SW Redstone Drive Between 155<sup>th</sup> Avenue and the Dead End West of 158<sup>th</sup> Avenue

*Chairman Knees opened the public hearing on Issue TC 665.*

Staff Report:

Mr. Khasho said Mr. Robert Frisbie contacted the City to request removal of parking restrictions on SW Redstone Drive. The north side of Redstone, where parking is allowed, has few parking spaces because the driveways are so close together.

Mr. Khasho said Redstone Drive is 28-feet wide and traffic counts showed this neighborhood street carries approximately 250 vehicle trips every 24 hours. Staff research showed there were no crashes on Redstone that were reported to police during the past three years. Mr. Khasho said staff observed that residents park illegally on the south side of Redstone due to the unmet demand for parking on this street. Mr. Khasho said the City's Engineering Design Manual states that parking can be allowed on both sides of a street if that street has a pavement width of 28 feet and average daily traffic of less than 500 vehicles per day. Redstone Drive meets those criteria. Mr. Khasho said staff proposes allowing parking on the south side of Redstone. This would open approximately 15 additional parking spaces for residents and their guests.

Commissioner Engel asked who decides the width of Beaverton's streets.

Mr. Khasho said the subdivision designer or City staff would first review the proposed street's functional classification. This is based on neighborhood density and street connectivity. The City's TSP also includes street classifications. Streets must follow the standards set out in the City's Engineering Design Manual. A 28-foot wide street with less than 500 vehicles per day can have parking on both sides. If a 28-foot wide street exceeds 500 vehicles per day, parking is limited to one side.

Commissioner Engel asked who decides the placement of the no-parking signs.

Mr. Khasho said the City Design Manual specifies where the subdivision designer places the No Parking signs. City staff reviews these plans to ensure the signs are placed correctly.

Commissioner Wesolowski asked if, during Mr. Khasho's review for this development, he ever considered allowing parking on the south side of Redstone instead of the north side.

Mr. Khasho said he based his recommendation on what is allowed by the City Design Manual. Due to Redstone's low traffic volume, he now believes it is safe to allow parking on both sides of the street.

Commissioner Tran asked if the traffic count data was collected by observation or by a mechanical traffic counter.

Mr. Khasho said a mechanical traffic counter collected the data.

Commissioner Tran asked if the data staff used was from only one day.

Mr. Khasho said the counter collected the data over several days.

Commissioner Tran asked why parking was only allowed on the south side of Redstone.

Mr. Khasho said the subdivision plans indicated that, in time, it was likely the neighborhood would grow to include more homes. At that time, traffic would likely increase to more than 500 vehicles per day.

Commissioner Tran noted that the staff report says there was no reported traffic crashes on Redstone during the past three years. Mrs. Erickson's letter refers to several minor crashes where drivers backed out of a driveway and backed into a parked car. How does Mr. Khasho reconcile these contradictions?

Mr. Khasho explained that drivers involved in a crash must file a State of Oregon crash report with police. The crash is then recorded and traffic engineers can review the data. Drivers generally do not report minor "fender benders" to police, so these are not included in the data available for study.

Commissioner Tran asked how Mr. Khasho would reconcile the police data and Mrs. Erickson's observations.

Mr. Khasho said standard practice in traffic engineering is to use only reported data.

Commissioner Trans said, if indeed these three fender benders did occur, how would that affect Mr. Khasho's parking recommendation.

Mr. Khasho said he would need to know both where and how the crashes happened, and then he would analyze the crashes and determine if there was a recurrent problem.

### Public Testimony:

The Commission received written testimony on this issue from Robert and June Frisbie (requestors), Rhonda Coakley, Chair of the Sexton Mountain Neighborhood Association Committee, Sharlene Erickson, and J.F. Baskar. *(Written testimony is on file with the staff report in the Engineering Division.)*

Robert Frisbie, Beaverton, Oregon, said he requested this parking revision. Mr. Frisbie said he is a registered engineer and he complemented Mr. Khasho on the professional way he investigated this traffic question. Mr. Frisbie said he recently had to borrow a pickup truck while working on a home improvement project and found there was nowhere to park it. He said his family has several cars and a full garage. He said there are only five, on-street parking spaces for the first ten homes on Redstone. These spaces disappear on garbage collection day when families place their garbage and recycling bins on the street.

Mr. Frisbie said he contacted Mr. Khasho because he could see no logical reason why parking was prohibited on the south side of Redstone. He asked the City to allow parking from 155<sup>th</sup> to the west end of the vacant lot on the south side of Redstone. He said Mr. Khasho explained that the parking prohibition would be enforced if a neighbor complained. Mr. Frisbie and a neighbor began regularly parking their vehicles on the street alongside the vacant lot. He said soon a neighbor complained and a police officer came out and knocked on resident's doors warning everyone that next time police would have to issue citations for illegally parked vehicles. Mr. Frisbie said he has lived in many towns and he was extremely impressed with the police officer's approach to this problem using communication as a first option.

Mr. Frisbie said City staff made at least four field visits to Redstone to observe traffic. The City also put out traffic counters and found approximately 250 vehicles drive on Redstone every day. He said traffic is light because there are several ways to exit the neighborhood. The homes on Redstone are spaced only six feet apart and each home has a two-car driveway. The subdivision's design nearly eliminates parking opportunities between driveways. From Monday night through Tuesday late afternoon, neighbors leave their trash bins on the street for pick up. He said there is plenty of room for emergency vehicle access because they have two ways to enter and exit the street.

Mr. Frisbie said that nearby Alabaster Street is only 26-feet wide, yet parking is allowed on both sides of that street. The same is true of Ivory Street. These narrower streets had parking on both sides long before Redstone was developed and both streets are safe and work well. Mr. Frisbie gave the Commission Recorder a written copy of his comments, which his neighbor Mr. J.F. Baskar also signed to show he supports removing the parking restrictions. (on file)

Mr. Frisbie said the Commission has at least two options. They can remove all parking on the street as the City Transportation Engineer recommends, or they can remove parking only along the vacant lot on the south side of Redstone.

Chairman Knees asked if Mr. Frisbie had counted how many parking spaces would become available on the south side of Redstone if this issue was approved.

Mr. Frisbie said he had not.

Steven Furusho, Beaverton, said he is against this proposal because one time there was an illegally parked car on Redstone with another car parked legally across the street. He said there is a school about one mile from Redstone. Mr. Furusho is concerned that a child might be struck by a car if parking is allowed on both sides of the street.

Commissioner Wesolowski asked if garbage collection trucks could access Redstone.

Mr. Furusho said that is not a problem at this time because parking is only legal on one side of Redstone. If parking becomes legal on both sides, he thinks it might become a problem. He does not object to allowing parking along the vacant lot, but he does not want parking along both sides on the remainder of the street.

Commissioner Engel said he is assuming that on Tuesdays the wheelie bins are sitting on the street in places that are normally used for on-street parking. Where do the on-street parkers move to on Tuesdays?

Mr. Furusho said he normally sees only a few cars parked on the street so he cannot answer that question. He owns two cars and he keeps them parked in his garage.

Ben Jones, Beaverton, said he supports the parking change because it will help his neighbor, Mr. Frisbie, who earlier admitted that he sometimes must park illegally across the street from Mr. Jones' house. Mr. Jones said he is the only person who would have to be concerned about hitting Mr. Frisbie's car when backing out of his driveway, if on-street parking was allowed. He said the street is wide enough so this is not a problem.

Mr. Jones said there is only one, legal parking space near his home and this lack of on-street parking creates a serious problem when the family and friends visit for birthdays and holidays. His relatives have to park blocks away on 155<sup>th</sup>. He completely supports allowing parking on both sides of Redstone.

Commissioner Engel asked what kind of car Mr. Jones drives.

Mr. Jones replied that he drives a Toyota pickup with an extra long cab.

Commissioner Engel asked how long Mr. Jones has lived in this neighborhood.

Mr. Jones stated he has lived on Redstone since 2006.

Commissioner Wesolowski asked if Mr. Jones has ever observed an emergency vehicle such as a fire truck on Redstone.

Mr. Jones said he has never seen a fire truck or ambulance on Redstone.

Commissioner Wesolowski said he is concerned that allowing parking on both sides of Redstone would slow emergency vehicle access to homes on the far end of the street.

Mr. Jones said Redstone has three entrances, so fast access is always available. He

believes there is plenty of room for a fire truck to pass even with parking on both sides of the street. He recalled once living on a much narrower street with many parked cars and fire trucks still found a way to enter and exit the street. He said firefighters are trained to work with situations as they exist. Mr. Jones said parking should at least be allowed along the vacant lot.

Commissioner Engel asked Mr. Jones for his opinion of human nature. Assuming that the Commission allows parking on the south side of Redstone, does Mr. Jones think that drivers might begin parking in the too small spaces between the driveways once they notice the removal of parking restriction signs on other parts of the street?

Mr. Jones said they are forced to block driveways now because there is no other parking on the street. Allowing on-street parking would prevent blocked driveways.

Commissioner Harris asked Mr. Jones what parking problems he currently experiences.

Mr. Jones said his relatives often visit and there is nowhere convenient for them to park. The first two visitors' cars park behind his two cars in his driveway, although this blocks the sidewalk. Other guests must park farther away on 155<sup>th</sup> and walk to his home. Allowing on-street parking on Redstone would certainly help his family.

Amanda Cox, Beaverton, Oregon, said she purchased her home on the south side of Redstone because parking is prohibited there and she believed this would be safer for her family. She is against the proposal. Mrs. Cox said the homes are built with ample driveway parking if people would park in their garages. She said occasionally, a neighbor parks so that their car extends over the edge of her driveway. Others park legally on the street when they have guests; still, this makes her feel "boxed in" and she must exit her driveway carefully.

Mrs. Cox claimed that the City placed a traffic counter at only one location on Redstone. She said that section of the street can be bypassed and drivers can enter the street at other points. She concluded that the single counter missed counting the full number of cars that use Redstone. She said when people park on the street, drivers must slow down as they are forced to maneuver around the parked cars.

Mrs. Cox said when she bought her home, much of the housing development was still in the planning phase. Traffic increased when additional homes were built. In the interest of safety, she is against staff's recommendation to allow more parking on Redstone. She said people sometimes need to park illegally on the street when they entertain guests and most neighbors ignore that kind of illegal parking. Mrs. Cox said Redstone is an effective revenue generator for the City when police arrive and write parking citations for those who park illegally.

Mrs. Cox said the original street design put parking on only one side of the street and she said that was wise. She said residents' convenience is not a good enough reason to allow more parking on Redstone. She thinks allowing more on-street parking would make the street look "cluttered" and feel unsafe.

Staff Comments:

Addressing a statement made during testimony, Mr. Khasho clarified that staff installed traffic counters in two locations on Redstone, not in a single location as was stated by one resident. One location was just west of 155<sup>th</sup> and the second location was just west of 157<sup>th</sup>. The data from those two counters gave staff complete information about traffic movements on Redstone. Mr. Khasho said the counters west of 157<sup>th</sup> showed 150 vehicles per day, which is much less than the 250 vehicles recorded at the location west of 155<sup>th</sup> Avenue. Staff based their recommendation on the highest of the two traffic counts.

Mr. Khasho said on the south side of Redstone, there are four parking spaces west of 158<sup>th</sup>. If the Commission approves the staff recommendation, another area west of 155<sup>th</sup> Avenue could potentially provide six parking spaces, for a total of ten parking spaces. There are five additional spaces located in different places between driveways.

Commissioner Engel asked what model or size of vehicle do traffic engineers use to calculate the space necessary for two vehicles to pass on a roadway.

Mr. Khasho explained that that highway lanes vary from 11 to 12 feet in width. Drivers typically feel comfortable driving 70 mph in these lanes. On a residential street, the fire department ideally likes a 20 foot travel lane to maneuver their trucks. Mr. Khasho said most traffic engineers consider 14 feet to be sufficient clearance on a residential street. Redstone is 28-feet wide. With a seven-foot wide vehicle parked on each side, there is still a 14-foot travel lane. This meets City standard and, because of the low traffic volume on Redstone, that standard is acceptable to the fire department.

Chairman Knees asked if information about pending Traffic Commission issues is communicated to the local fire department.

Mr. Khasho said yes, the fire department receives each staff report and is encouraged to submit comments. If they object or have any concerns, they contact him.

Commissioner Tran said earlier testimony mentioned that if vehicles were parked on both sides of Redstone, then only one vehicle would have room to pass in only one direction. He asked if that statement was correct.

Mr. Khasho said that was correct.

Commissioner Tran asked how parking on both sides of the street would affect the left turn from northbound 155<sup>th</sup> onto Redstone.

Mr. Khasho said parking is not allowed within 20 feet of an intersection, so allowing parking on both sides of Redstone would make no difference. Staff would install No Parking signs to ensure that area is kept clear for turning vehicles.

*Chairman Knees closed the public hearing on Issue TC 665.*

Commission Deliberation:

Commissioner Wesolowski said he drove Redstone several times and he believes this issue is similar to a previous issue at Eagle Crest. He said parking makes sense on

one side, rather than both sides and he believes parking should be allowed on the south side and prohibited on the north side. He cannot support the staff recommendation as written.

Commissioner Engel said parking on one side makes sense. He has empathy for the person who made a housing purchase partially based on the parking situation she observed at that time. He cannot support the staff recommendation and he would prefer leaving parking as it now is.

Commissioner Tran said Mr. Khasho did a very thorough job taking traffic counts at two separate locations on this street. The City standards support Mr. Khasho's recommendation. People know the risks of parking illegally, they do it anyway, and they receive parking citations and pay the money to the court. To him, this demonstrates a real need for more legal parking. His only concern is children walking to the school one mile away. Commissioner Tran would suggest moving the parking to the south side or leaving Redstone as it is.

Commissioner Harris said his reading of the staff report left him thinking that, technically, this proposal is feasible. He is now concerned about the area between Lars Terrace and 157<sup>th</sup> because it is congested and has many driveways. High density neighborhoods bring challenges. Instead of supporting the recommendation, he would like to have staff again review the options to determine exactly which parking spaces would become available.

Commissioner Engel said they must balance the needs of neighbors who own multiple cars and have jam-packed garages, with the needs of neighbors who keep their garages uncluttered so they can park their cars in them. These residents have two different points of view. The Commissioners must ask themselves if the City has an obligation to provide additional parking for residents with multiple cars and full garages. Does their needs outweigh the needs of residents who understand that living in high-density housing means having less "stuff?" He does not support the recommendation.

Commissioner Wesolowski said they are trying to find a compromise. He said he is considering making a motion to revise TC 665 to remove parking restrictions on the south side of Redstone between 155<sup>th</sup> and Lars Terrace. The restriction removal would not extend all the way to the dead end at 158<sup>th</sup> Avenue. He said this would create about ten more parking spaces and it is what Mr. Frisbie originally requested. He asked Mr. Khasho's advice on making this motion.

Mr. Khasho recommended that staff amend the final written order and then the Commission can vote to approve the revised order at the next meeting. As for the earlier suggestion of switching the parking restrictions from the south to the north side of Redstone, Mr. Khasho cautioned that such a change was not advertised as a potential option in the public hearing notice. Staff would need to give the neighborhood public notice that the Commission intends to consider that as a new option.

Commissioner Wesolowski agreed.

Commissioner Wesolowski MOVED and Commissioner Reynolds SECONDED a MOTION to modify the final written order on Issue TC 665 so that Item 4.1 reads,



“Remove the parking restrictions on the south side of SW Redstone Drive between SW 155<sup>th</sup> Avenue and SW Lars Terrace.”

On discussion, Chairman Knees said this might be the best solution, though he would like to further discuss Commissioner Engel's ideas. He asked if Mr. Khasho had any reservations about having an unbalanced parking situation on Redstone. Chairman Knees suspects there will be more parking changes when the west end of Redstone is connected and when developers build on the now vacant lot. He asked Mr. Khasho's opinion of the recommendation.

Mr. Khasho said the motion is a reasonable compromise. His only concern is that neighbors on the remainder of the street might wonder why parking was allowed along the vacant lot, but not in front of their homes. If that happens, he will bring the issue back to the Commission.

Commissioner Harris said he feels good about this motion because it covers a little of everyone's needs.

Chairman Knees called the question. The MOTION CARRIED. (6:1) Commissioners Knees, Harris, Holmes, Reynolds, Tran, and Wesolowski voted AYE. Commissioner Engel voted NO.

Chairman Knees thanked the Redstone neighbors for attending the hearing.

## OLD BUSINESS

Mr. Khasho said on October 5, City Council approved the Commission's recommendations on Issues TC 658, 659, 661 and 662. On Issue TC 660, "All-way Stop Control on SW Erickson Avenue at 10<sup>th</sup> Street," Council decided to pull that issue pending additional information from Tualatin Hills Park and Recreation District (THPRD). Council wants to know more about THPRD's park improvement plan and whether that plan includes installing traffic calming measures on Erickson Avenue.

Mr. Khasho listed other projects where installation work has now been completed.

Commissioner Engel thanked Sgt. Schaer for the Beaverton Police Department's professionalism for personally talking with residents about illegal parking on Redstone. Only later did police return to write citations for those who continued to violate the parking restriction. He asked Sgt. Schaer to communicate his appreciation to the officers involved.

Sgt. Schaer said he would convey the message to the officers involved.

## NEW BUSINESS

Mr. Khasho asked Commissioners to confirm that their contact information is correct on the Commission's 2010 roster.

Mr. Khasho said he has no new issues to bring before the Commission in February and the Commission agreed to cancel the February meeting.

Chairman Knees asked about Mrs. Crocker's concern about the right turn lane on Hall Boulevard at Greenway. Is there a timeline for improvements?

Mr. Khasho said the TSP projects are based on the amount of funding available between now and year 2035. Before they are ranked, the projects need funding sources. He agreed that Hall at Greenway is one of the most congested areas and that makes it a higher priority. Mr. Khasho said they are planning to install dual left-turn lanes from Hall to Green Lane. It does not make sense to improve one part, then dig it up again and make further improvements. Mr. Khasho reiterated that transportation project funding is very scarce at this time.

Chairman Knees asked about the status of the TSP.

Mr. Khasho said that in December the City Planning Commission held a hearing on the TSP. A second Planning Commission meeting is needed to resolve concerns about right-turn lanes. Then the TSP will go back to City Council. Mr. Khasho expects that the TSP will be adopted by the end of 2010.

#### 2010 Election of Traffic Commission Officers

Commissioner Reynolds NOMINATED Thomas Engel for 2010 Chair of the Commission.

Commissioner Engel DECLINED the nomination.

Commissioner Engel NOMINATED Scott Knees for 2010 Chair of the Commission.

Commissioner Tran SECONDED the nomination.

The Commission voted by voice. Commissioners Engel, Holmes, Tran, Knees, Wesolowski, Harris, and Reynolds voted YES. The NOMINATION CARRIED unanimously. (7:0)

Commissioner Engel NOMINATED Patrick Reynolds for 2010 Vice Chair of the Commission. Commissioner Harris SECONDED the nomination.

The Commission voted by voice. Commissioners Engel, Holmes, Tran, Knees, Wesolowski, Harris, and Reynolds voted YES. The NOMINATION CARRIED unanimously. (7:0)

#### ADJOURNMENT

Chairman Knees adjourned the meeting of the Traffic Commission at 8:25 p.m. The next meeting is March 4.

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Debra Callender  
Recorder